URING THE ENTIRE SHOW PERIOD THE COM-PLETE RAINIER 1910 LINE WILL BE DISPLAYED AT OUR SHOWROOM, 64th Street and Broadway.

The chassis and various models may be studied leisurely, without the discomfort of pushing through a great crowd, while well

informed demonstrators will be at hand to give you any information you may desire. The showroom will be open day and night from

> IT WILL BE WELL WORTH YOUR WHILE TO SEE THE \$10,000 GOLD ATLANTA TROPHY AND THE CAR WHICH WON IT.

The trophy is the handsomest prize ever given for a sporting con-

test and was the most coveted trophy of the year. Rainier won it

with a 50 horse-power stock car, covering 200 miles in 173 minutes, an average of 70 miles an hour. The car never stopped from start to finish and varied less than five seconds on any two laps. Even its tires

THIS SAME CAR SURPASSED

THE PREVIOUS RECORD FOR

24 HOURS' CONTINUOUS

RUNNING AT BRIGHTON,

when it finished third, covering 1,115 miles. It also broke the hour's record, running 57 miles. It holds the world's record from 160 to

200 miles, and has never failed to finish in any race. For speed and

endurance its showing has never been equalled by any car.

New Enclosed Touring Car. An Exclusive 1910 Rainier Feature

New Year's Eve until January 15.

showed scarcely any evidence of wear.

END OF FURAND FEATHERS HOW

CLOSED LAST NIGHT AND GAR-DEN CLEARED FOR NEXT EVENT.

Pen of Orpingtons Sells for \$5,000-One Bird of Sentimental Value-Expul-Exhibitor-Under Ban American Poultry Association.

Boliday visitors joined forces with the regular attendants and country folks in town for a good time at the "fur and feather" shew yesterday in Madison Square Garden, Some of the men among the fun seekers had the cane prodding habit, but this didn't sother the cocks or hens any. Fluffy big cockins and little bantams are alike in this respect, for they are used to being handled respect, for they are used to being handled by exhibitors or judges with a small came or rad to make them brace up and preen their plumage. Pigeons are treated the same way. To see a big pouter swelling out as it is tickled with a rod, lolling back with the contented air of one who has dined well,

s a sight indeed.

Besides, thoroughbred fowl—even barnard fowl, for the pit game is the real heroughbred—is too sensible to be a cutup. Tatch the photographer at his improvised allery in a top tier at work and one will offer this. The fancy cook or hen will old its pose and even change it under his senjoulations. The artist stands close up and runs off a filmipy pressing a bulb. When esteps back to set a fresh film the poultry tar before the camera yawns, flaps its wings and takes its ease as a mortal does. The cotographs and hundreds taken by other ritists are paid for by the owners of the ts are paid for by the owners of the

who use them in advertising of all torests are energetic and numerous, and by publish photographs—usually in an vertising way—of especially fine winners. row of fifteen booths is occupied by thishers of poultry papers, each booth ally standing for both a monthly and s ne through which to make public

return to the holiday rush, the women the colors of featherings, possibly with www hats in contemplation. It was a tie chadings and contrasts between the same of the gorgeous peacocks, sporty h had all the colors of the rainbow and loseph's coat combined. The children hused most over "The Happy Family," arhibit of a dealer in pet stock and a le of many of his wares. In the pen an Angora goat, chickens, doves pigeons, which when they felt like it the goat for a roost; a white rat, cavie, spaniel and poodle—a curly French puppy. All seemed content and joyous in the spirit of the Yuletide, especially the

As the time came for closing the market ince of the amateur and professional inciers became a busy mart. There were

As the time came for closing the market place of the amstern and professional Register became a basic mart. There were also a proper to the market and professional Register became a basic mart. There were also a proper to the findedphia flapid Transet Cananay. It is form in one of Portland, See the second of the property of the Philadelphia flapid Transet Cananay. It is form in one of Portland, See the Second of the Philadelphia flapid Transet Cananay. It is form in one of Portland, See the Second of the Philadelphia flapid Transet Cananay. It is form in one of Portland, See the Second of the Seco

The search of the large of the frage of the

pool Rapids below Niagara Falls with motor boats and try for the prizes offered by John A. Penton and others of Cleveland. These prizes are a gold cup worth \$500 and \$1.00 in cash. These three, who evidently hold their lives cheaply, are John L. Gibney, 74 Douglas street, Brooklyn; John W. Kirk, 3801 Cedar avenue, Cleveland, and Allan A. Blanchard, Oak Harbor, Ohlo. They have made inquiries and will probably enter in the aext, few days. The committee to manage the trials will be named shortly. Kirk has been a motorcycle racer for several years and says nothing can be more dangerous than piloting the chug wheels around a circular track. He has taken part in many of the biggest meetings, riding for a well known manufacturer. The two others have applicants are experienced power boat men. A number of boat and engine builders have signified their intentions of constructing, craft specially suited for a trip of this kind and are casting about for suitable pilots and engineers.

Tiemeyer Goes to Syracuse.



THROUGH WHIRLPOOL RAPIDS.

Three Men Enter to Compete for Prize
Offered.

Three enthusiasts have expressed their
determination to try to navigate the Whirlpool Rapids below Niagara Falls with motor
boats and try for the prizes offered by John

Tiemeyer Goes to Syracuse.

WILEEBBARRE, Pa., Jan. 1.—Manager Clymer of the Wilkesbarreteam of the New York State. League was notified yesterday that his bid for Third Baseman Tiemeyer, owned by the New York Americans, was not successful and that the youngster has been sold to Manager Ashenbach of the Syracuse that the Youngster has been sold to Manager Ashenbach of the Syracuse that the Manager Ashenbach of

People who were not graduates and never had any connection with Harvard went to the game, while many hundreds of graduates were unsuccessful in their quest of seats. Many graduates had seats in the most undesirable sections of the Stadium and temporary stands, while others not graduates had more desirable viewpoints.

In regard to complaints Graduate Manager Garcelon, who was at the head of the system of ticket distribution, frankly admitted that the system is far from perfect. He welcomed suggestions for improvements and it is to get these suggestions in concrete form and to attempt to devise a system that will be as nearly perfect as possible that the Harvard Club is working.

Following the game last Navember the executive committee to investigate and report on the whole subject of football ticket distribution. This committee has made its report, which is now being sent to all members of the club. After digesting the report the executive committee hopes the members will assist in the solution of the problem by sending suggestions upon the subject. In this way it is hoped to have the whole question threshed out and a plan formulated that will give satisfaction to the great body of Harvard graduates.

The sub-committee's report is an expective of the cut the sub-continuous the subject of the continuous faction to the great body of Harvard graduates.

faction to the great body of Harvard graduates.

The sub-committee's report is an exposition of how the tickets were distributed this year. Some important suggestions are included in the event that an entire change of system is found desirable. These include: Reduce the number of specially awarded seats, abolish H. A. A. tickets, limit freshmen and sophomores to one seat, class university officers with the graduates and give graduates a better chance.

reiticism of the Harvard management. People who were not graduates and never had any connection with Harvard went to the game, while many hundreds of graduates were unsuccessful in their quest of seats. Many graduates had seats in the most undesirable sections of the Stadium and temporary stands, while others not graduates had more desirable viewpoints.

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College Athletics,

It will be interesting to see if the Carlisie Indian School pledges itself against summer baseball if admitted to the I. C. A. A. U. S. The Indians had Garlow, Houser and Wauseka, who played professional baseball, on their football ream last fall.

Valentine Flood, the Princeton trainer, has resigned his place. It is supposed that he will take up with some middle Western institution, Perhaps it will be Purdue, which sees Charles H. Wilson as track trainer to Princeton.

The rear axle construction, with the transmission mounted as a unit, is a notable bit of mechanism. The entire differential and transmission may easily be taken out by removing a plate on the rear axle. The abnormal size of the brakes is another conspicuous feature, and the simple contrivance for adjusting the brakes shows careful forethought. The equipment on the Marmon includes an imported Bosch dual ignition system. Presso-Lite tank. &c. The Sidney B. Bowman Auto Company has the agency for New York.

THE 1910 RAINIER LINE INCLUDES SIX MODELS—a regulation touring car, enclosed touring car, close coupled car and the baby tonneau; all sold with top, completely equipped, for \$4,500; and a limousine and landaulet, sold with the most luxurious fittings, for \$5,750 and \$5,850 respectively. ALL CARS ARE SOLD GUARANTEED FREE

OF REPAIRS FOR ONE YEAR. The six models are equipped with a 50 horse-power motor. The touring car weighs 3,000 pounds, will make 60 miles an hour, or climb any hill. The car is very light on tires and entails small operating and up-keep expense; is easy riding, comfortable and silent.

THERE ARE 800 RAINIER OWNERS IN NEW YORK CITY, the most discriminating market for automobiles in America. This best exemplifies the character of the service it has rendered. Letters from these owners attest its wonderful regularity, consistency and economy in touring. After all

The real test is the test of service.

Its parts are exceedingly simple and a boy can care for and operate it.

For these reasons the Carter-car is the most practical car which you buy.

It will give you constant service, day in-day out, year in-year out.

Model "H" 25 H. P. with miniature Tonneau, \$1,150; with single Rumble Seat, \$1,100; with Double Rumble Seat, \$1,125.



Hills Don't Bother

Cartercar Driver noise—no universal joints—no bevel gearing.

The Cartercar will go up a 50% grade with a full load of passengers. it will travel sandy and muddy stretches of road which other cars cannot go over. The Cartercar has a Friction Transmission and a Chain-in-Oil Drive.

It has an unlimited number of speeds from zero up. It has only one control lever, therefore no confusion in oper-The Cartercar has no clutch to slip—no gears to strip—no grease packing to renew—no

Model "L" 30-35 H. P. nve passenger Touring Car, \$1,600.

Cartercar Company

W. S. WILLIAMSON, 123 Liberty St., New York. PONTIAC. MICH.

"A Name that stands for Something"

I We have several used LOZIER cars-big, high-powered, handsome motor cars-that have been rebuilt in our shops and repainted, and only by close inspection can it be seen that they are not new cars. They are splendid investments, as the former owner (usually a man who trades in a car for a new one every year), has stood the

EVERY LOZIER CAR CARRIES A LOZIER GUARANTEE

Briarcliff Toy Tonneau. ... LOZIER 1908 45 H.P., 4-cyl., 3.250 7-Passenger Touring LOZIER 1907 40 H.P., 4-cyl., 3,250 7-Passenger Limousine. 2,250 LOZIER 1907 40 H.P. 4-cyl., 7-Passenger Touring. 1,500

ALSO MERCEDES 1906, 7-Passenger Touring LOZIER 1906, 7-Passenger Touring.

56th Street & Broadway



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